U.S. Environmental Protection Agency
Fleet Alternative Fuel Vehicle
Acquisition Report
For Fiscal Year 2006

January 2007

U.S. Environmental Protection Agency
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Contents

U.S. Environmental Protection Agency AFV Acquisition Report

Executive Summary

This report is the Environmental Protection Agency fiscal year 2006 annual report on the Agency's performance in meeting the alternative fuel vehicle (AFV) acquisition requirements of the Energy Policy Act of 1992 (EPAct 1992) and Executive Order 13149 (E.O. 13149). This report was developed in accordance with EPAct (42 U.S.C. 13211-13219) as amended by the Energy Conservation Reauthorization Act of 1998 (Public Law 105-388), and in accordance with E.O. 13149, signed April 2000.

EPAct 1992 requires that in fiscal year (FY) 1999 and beyond, 75 percent of all covered vehicle acquisitions by Federal agencies must be AFVs. E.O. 13149 sets a goal for covered Federal agencies to reduce petroleum consumption by FY 2005, requiring agencies to increase alternative fuel use in AFVs and increase the fuel economy of light-duty vehicle acquisitions. **Exhibit 1** summarizes the Agency's performance in meeting these requirements.

Requirements	Performance Measure	Goal/Requirement	EPA Performance in FY 2006
EPAct	AFV Acquisitions	75% of the 111 covered light-duty vehicles acquired in FY 2006 (i.e., 84 vehicles) must be AFVs	Acquired 92 AFVs; with an additional 1 biodiesel credit[1], achieved 93 credits total, or 84% of covered acquisitions - exceeding the 75% AFV acquisition requirement
E.O. 13149	Petroleum consumption	FY 2005 and later reduce consumption by 20% compared to FY 1999 adjusted[2] baseline of 526,629 GGEs[3]	Consumed 451,997 GGEs, a decrease of 14.2% from the baseline
	Alternative fuel use in AFVs	FY 2005 and later, increase alternative fuel use in AFVs to a majority of the total fuel use of those vehicles.	7.4% AF usage in AFVs.
	Fuel economy of light-duty acquisitions	By FY 2003, increase fuel economy by 1 mpg[4] (and by FY 2005, increase by 3 mpg), compared to FY 1999 baseline of 17.0 mpg	Increased to 22.5 mpg, an increase of 5.5 mpg over the baseline, exceeding both the interim (FY 2003) and final FY 2005 goal

Exhibit 1. EPA's Performance in Meeting EPAct and E.O. 13149 Requirements, FY 2006

In FY 2006, the Agency acquired 92 AFVs and received 0 extra credits for acquiring dedicated AFVs, and 1 extra credits for utilization of Biodiesel fuel for a total of 93 EPAct credits. Compared to the EPAct requirement of 84 AFV credits (75 percent of the 111 covered acquisitions), the Agency achieved 84 percent of the AFV percentage of covered light-duty vehicle acquisitions and therefore is 100 percent EPAct compliant in this regard for FY 2006.[5]

[1] Credits earned for acquisition of dedicated light-duty vehicles (0 credits), and for biodiesel fuel use (1 credits) for a total of 1 earned EPAct credits. See Attachment A for details.
[2] Adjusted FY 2006 baseline approved by DOE-EE April 2006.
[3] Gasoline gallon equivalents
[4] Miles per gallon
[5] See Attachment A for details.

Light-duty (conventional) vehicles acquired by the Agency in FY 2006 have an average DOE/EPA [6] fuel economy rating of 22.5 miles per gallon, 5.5 miles per gallon above the Agency's acquisitions in the FY 1999 baseline year. As such, the Agency exceeded the interim objective of E.O. 13149 in FY 2003 and has exceeded the FY 2005 goal of 3 miles per gallon improvement in fuel efficiency. Agency AFVs used alternative fuels to meet approximately 7.4 percent of those vehicles' FY 2006 fuel requirements[7]. The Agency's covered fleets consumed 14.2 percent less petroleum in FY 2006 than in the baseline year. Therefore the EPA did not achieve the E. O. 13149 goal of 20% reduction of petroleum consumption for FY 2006. However, as the ratio of AFVs as a component of EPA's total fleet inventory continues to rise, and as GSA continues to replace older vehicles with more fuel efficient vehicles EPA should remain on target for an overall reduction of 20% petroleum fuel consumption by the end of FY 2007.

Legislative and Executive Order Requirements

Section 303 of EPAct (42 U.S.C. 13212) requires that 75 percent of all covered light-duty vehicles acquired by Federal fleets in FY 1999 and thereafter must be AFVs. The EPAct requirements apply to agency fleets of 20 or more light-duty vehicles (vehicles less than or equal to 8,500 pounds gross vehicle weight rating) that are "centrally fueled or capable of being centrally fueled" and are primarily operated in Metropolitan Statistical Areas (MSAs) or Consolidated Metropolitan Statistical Areas (CMSAs) with populations of more than 250,000 according to1980 census data. Certain emergency, law enforcement, and national defense vehicles are exempt from these requirements.

E.O. 13149 requires each Federal agency that operates 20 or more vehicles within the United States to reduce its annual petroleum consumption by at least 20 percent by FY 2005 and maintain this reduction in years thereafter, compared to FY 1999 consumption levels. Fleets may achieve the reductions through a combination of AFV acquisitions, increased alternative fuel use in AFVs, improved efficiency of non-AFV acquisitions, reductions in fleet sizes and vehicle miles traveled, and improvements in overall fleet operating efficiencies.

E.O. 13149 also includes two additional requirements in relation to the 20 percent petroleum reduction goal. First, that agencies use alternative fuel in their AFVs to meet a majority of the fuel requirements of those vehicles by FY 2005 and later. Second, agencies must increase the DOE/EPA average fuel economy rating of covered light-duty (non-AFV) vehicle acquisitions by 1 mile per gallon (mpg) by FY 2003 and 3 mpg by FY 2005 and later, as compared to the FY 1999 baseline.

The Energy Conservation Reauthorization Act of l998 amended EPAct to allow one AFV acquisition credit for every 450 gallons of pure biodiesel fuel or 2,250 gallons of B-20, a blend of 20 percent biodiesel with 80 percent petroleum diesel, consumed in vehicles of over 8,500 pounds gross vehicle weight rating. These "biodiesel credits" may fulfill up to 50 percent of a Federal fleet's EPAct acquisition requirements, and do not carry over into subsequent years.

Moreover, E.O. 13149 provides incentives for agencies to acquire and use dedicated AFVs. Federal agencies receive one additional AFV credit for each dedicated light-duty vehicle and for each zero emission

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[6] Environmental Protection Agency – determined by utilizing the method listed at EPA's website: http://www.fueleconomy.gov.

[7] Since the majority of EPA's AFV fleet are GSA leased vehicles, the data feedback loop on fuel consumption data from GSA is critical in accurately computing the actual amount of alternative fuel consumed by AFVs. However, GSA has acknowledged problems receiving correct attribution of fuel type from commercial fuel provider point of sale devices. Most blended fuels (e.g. E-85 fuel) are tagged as "Unleaded" when in fact they are alternative fuel blends. Therefore EPA has maintained its own vehicle inventory management system that it uses to account for fuel inputs in its entire fleet – agency owned, commercially leased *and* GSA leased. However, post-FY 2005 FAST reporting analysis also shows that GSA E-85 consumption data reported via the GSA end of year fuel consumption reporting is again *under-reporting* actual consumption. EPA has determined approximately 8,340 GGEs of actual E-85 fuel consumption occurred while GSA reported 2,967 GGEs E-85 fuel consumption.

vehicle of any size, three credits for each dedicated medium-duty vehicle, and four credits for each dedicated heavy-duty vehicle. Federal agencies can also receive one credit for every 450 gallons of pure biodiesel used in diesel vehicles.

Section 310(b) of EPAct requires the head of each Federal agency to prepare and submit an annual report to Congress outlining the agency's AFV acquisitions and its future acquisition plans, beginning in FY 1999. Federal agencies, including the EPA, submitted compliance data using the web-based Federal Automotive Statistical Tool (FAST). Data submitted by the EPA are included in this report as Attachments A, B, and C.

EPA's FY 2006 Fleet Compliance with EPAct

Exhibit 2[8] depicts AFV acquisitions by the Agency fleets in FYs 2000 through 2006. This figure also shows planned and projected acquisitions for FYs 2007 and 2008 and documents the increase in AFV acquisitions. Attachment A provides detailed information on the number and types of light-duty vehicles acquired by the Agency in FY 2006.

The EPA has exceeded its EPAct requirements each year reported since FY 2000, and projects it will continue to do so in the coming years.

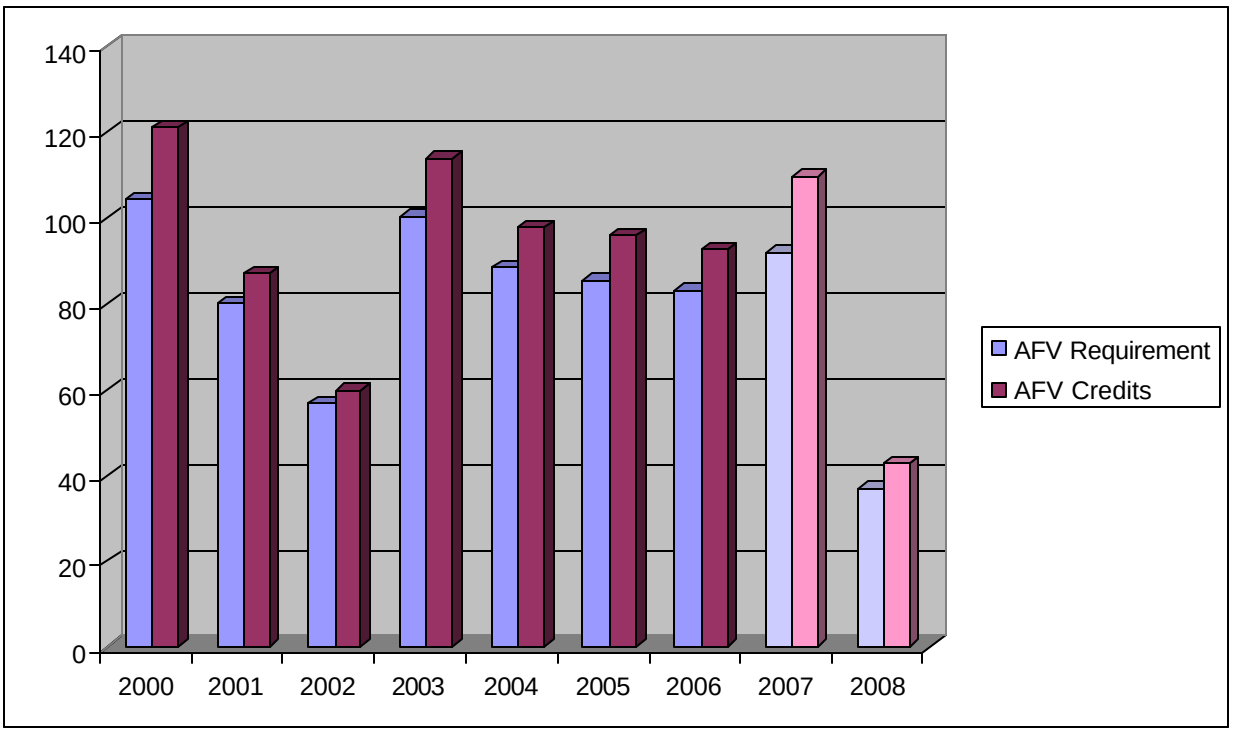

Exhibit 2. Summary of EPA's Recent Planned and Projected AFV Acquisitions
(*includes credits for dedicated AFVs and biodiesel use)*

As summarized in **Exhibit 3,** in FY 2006 the Agency acquired 92 AFVs and received 1 credit consumption of Biodiesel fuel, for a total of 93 AFV Credits. Compared to the EPAct requirement of 84 AFV credits (75 percent of the 111 covered acquisitions), the Agency achieved 100 percent of EPAct compliance for this category. As in prior fiscal years the agency exceeded its EPAct requirement by a significant margin.

[8] See Attachment A for "Recent" (FY 2006) data details, Attachment B for "Planned" (FY 2007) details and Attachment C for "Projected" (FY 2008) data details.

EPAct-covered vehicle acquisitions	111
AFVs Acquired	92
Additional credits earned	1
Total AFVs and credits (as % of covered acquisitions)	84%

Exhibit 3. EPA's Performance in Meeting EPAct Requirements, FY 2006

Exhibit 4 provides a breakdown, by fuel type, of the AFVs in the Agency's fleets. Most of the AFVs acquired in FY 2006, and in the Agency's inventory, are flex-fuel vehicles operated on a mixture of 85 percent ethanol with 15 percent gasoline (E-85), and dedicated and bi-fuel compressed natural gas (CNG) vehicles. Since the flex-fuel and bi-fuel vehicles are designed to operate on gasoline as well as the alternative fuel, special efforts are needed to ensure that these vehicles operate using the alternative fuel to the maximum extent possible. EPA is taking extra steps during FY 2007 to ensure accurate attribution of fuel type usage occurs.

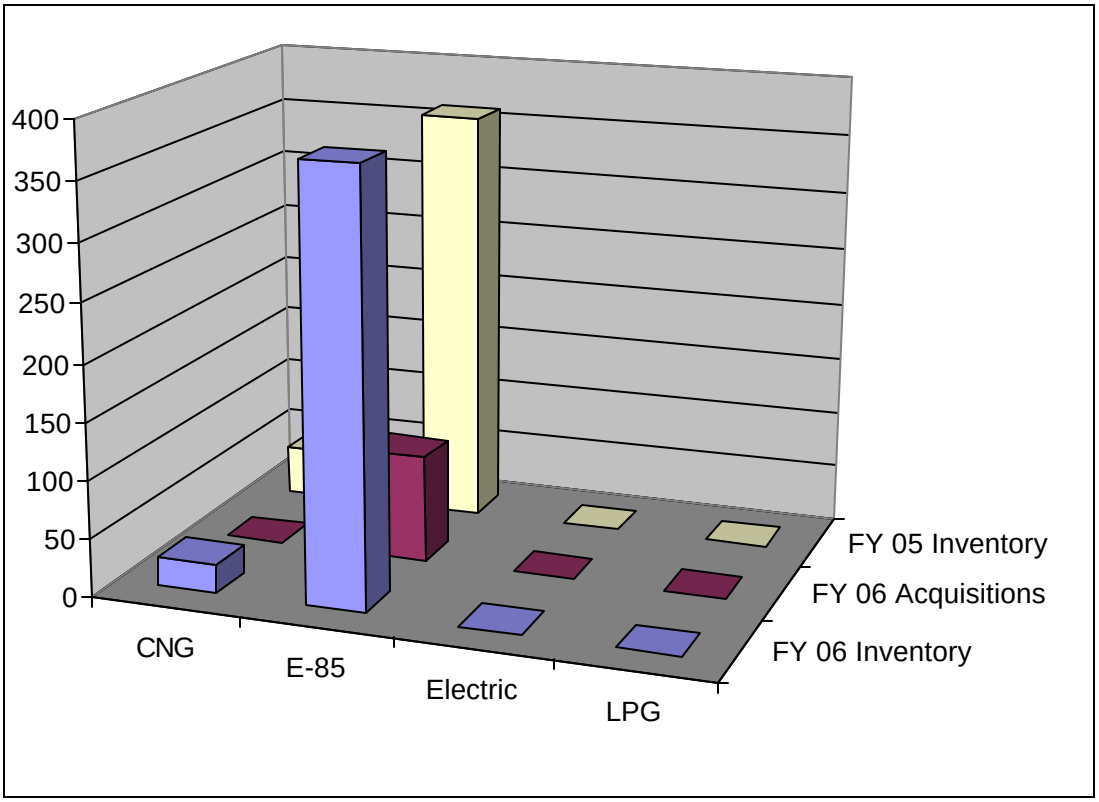

Exhibit 4. EPA's AFV Acquisitions by Fuel Type, FY 2006

Additional vehicles were leased and purchased by the Agency that were not EPAct-covered vehicles, as shown in Exhibit 5. Of the total 228 light-duty vehicles acquired in FY 2006 shown in Attachment A, 117 vehicles were exempt and therefore not counted for compliance. Most of these are vehicles that are considered exempt from EPAct compliance because of their utilization as law enforcement vehicles. The remainder of these vehicles are in fleets located or operated outside a covered Metropolitan Statistical Area or Consolidated Metropolitan Statistical Area.

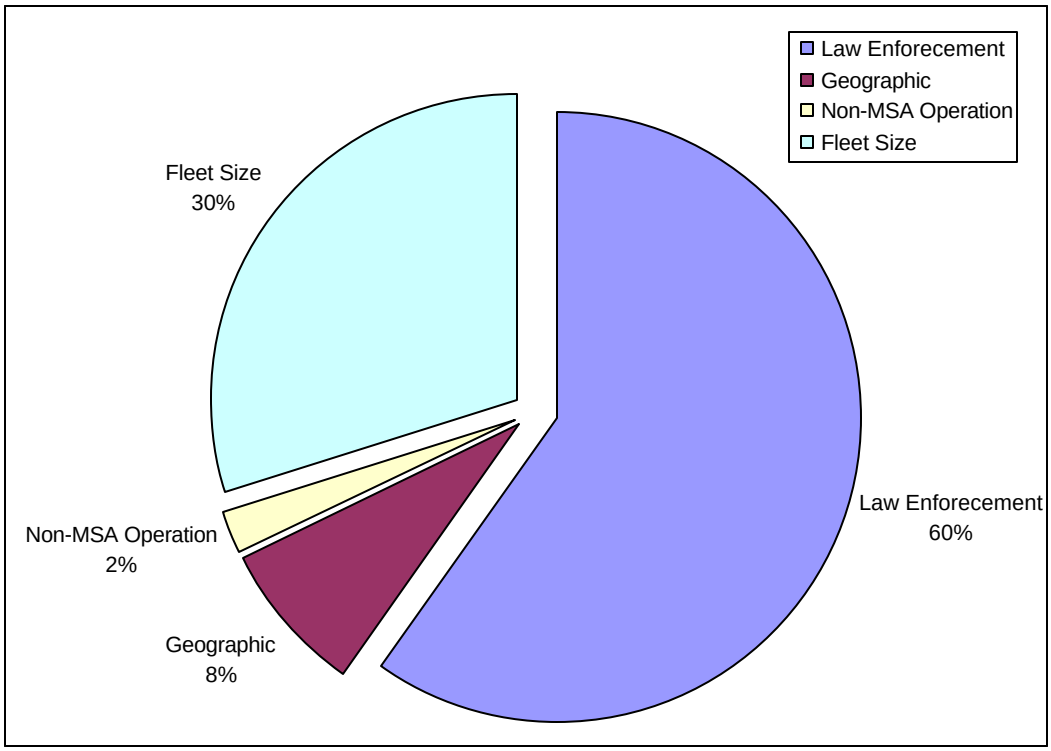

Exhibit 5. EPA's Exempt-Vehicle Acquisitions, FY 2006

EPA's FY 2006 Compliance with E.O. 13149

Exhibit 6 summarizes EPA's performance towards the E.O. 13149 goals. One goal of E.O. 13149 calls for Federal fleets to reduce petroleum consumption by 20 percent by FY 2005. In FY 2006, the Agency consumed 14.2 percent less petroleum fuel than in the FY 1999 baseline. The Agency anticipates additional petroleum savings by the close of FY 2007, once the measures outlined in the EPA Strategy are fully implemented.

Federal fleets are also required by E.O. 13149 to use alternative fuels in their AFVs to meet a majority of the fuel requirements of those vehicles by the end of FY 2007. While EPA fleets were successful in increasing their alternative fuel usage in FY 2006, during FY 2007 the EPA is utilizing a near-real-time *Environmental Compliance Dashboard* performance measurement tool which shows actual fuel usage and mileage data from EPA field elements to ensure continued success in increasing alternative fuel usage towards meeting this E.O. 13149 requirement.

E.O. 13149 requires agency fleets to increase the fuel economy of light-duty vehicle acquisitions by 1 mpg by FY 2003, and 3 mpg by FY 2005 and then maintain the 3 mpg economy improvement thereafter, compared to FY 1999 light-duty vehicle fuel-economy baseline. The fuel economy of conventional light-duty vehicles acquired by the Agency in FY 2006 was 5.5 mpg higher than in the covered vehicles acquired by the Agency in the baseline year, FY 1999. Thus, the Agency met the first goal of E.O. 13149 in FY 2003 and has exceeded the FY 2005 goal in its acquisition of fuel efficient vehicles during FY 2006.

Petroleum Consumption		**Alternative Fuel Use in AFVs**		**Fuel Economy of Light-Duty Acquisitions**	
FY 1999 Baseline	526,629 GGE[9]	**FY 1999 Baseline**	No consumption reported	**FY 1999 Baseline**	17.0 mpg
FY 2006	451,997 GGE	**FY 2006**	14.2%	**FY 2006**	22.5 mpg
Percent Change (Decrease)	(14.2 %)			**Change (Increase)**	+5.5 mpg

Exhibit 6. EPA's Performance in Meeting E.O. 13149 Requirements, FY 2006

Exhibit 7 summarizes the Agency's fuel use in vehicles covered by E.O. 13149 during the last four fiscal years. In FY 2006, the Agency consumed over 19,229 GGE of alternative fuels in these vehicles, thereby replacing a portion of the gasoline and diesel fuel that would have been used.

EPA failed to reach the FY 2006 goal of 51% alternative fuel use in alternative fueled vehicles. Two major contributing factors have been identified as contributors to this problem: continued poor distribution of E-85 fueling facilities within EPA's area of operations; and failure to gain feedback data during the operational year illuminating the low utilization of E-85 fuel in E-85 flex fueled vehicles. Both of these factors will be addressed during FY 2007 through partnering with GSA Fleet to ensure compliance with the 51% alt fuel use requirement.

The majority of vehicles acquired by the Agency are leased from GSA, and the leasing contract includes the maintenance and fuel costs for the vehicles. This is accomplished through use of a GSA credit card

[9] The EPA FY 1999 Petroleum Baseline was revised at the direction of the Department of Energy's Office of Energy Efficiency from 622,645 GGE to 526,629 GGEs based on an analysis of EPA fleet changes since FY 1999.

issued to fleets to purchase alternative fuel. Unfortunately, product code standards are not uniform among suppliers of alternative fuels, and *it is not always possible for credit vendors to accurately report the alternative fuels purchased with the credit card*. The exception may be natural gas, which is usually purchased at a local utility refueling site that allows for more accurate accounting. This lack of feedback data has been a recalcitrant problem which was noted in previous annual reporting cycles.

A review of the data reported in FAST by the Agency's fleets for FY 2000-2005 indicated that many fleets may have grossly over-reported their E-85 fuel use for those years. For example, fleets running GSA leased E-85 flex-fueled vehicles reported that *all* of the fuel used in these vehicles was E-85. This issue was addressed in FY 2006 with by modifying the data acquisition method to ensure that E-85 vehicles by default report gasoline, and E-85 fuel reporting is a manual positive act required at each instance of E-85 fuel reporting. The fleets did, however, account accurately for CNG due to reporting from EPA operated fueling facilities.

Fuel Type	FY 2000 Quantity (GGE)	FY 2001 Quantity (GGE)	FY 2002 Quantity (GGE)	FY 2003 Quantity (GGE)	FY 2004 Quantity (GGE)	FY 2005 Quantity (GGE)	FY 2006 Quantity (GGE)
Biodiesel - B20	-	-	-	-	-	126	519
CNG	1,604	3,571	4,988	10,092	11,640	17,970	10,370
E-85	118	56,051	115,721	100,847	10,000	26,494	8,340[10]
LPG	-	-	452	34	176	-	-
M-85	-	-	-	-	-	-	-
Total Alt Fuel Use	1,722	59,622	121,621	180,783	21,816	44,590	19,229
Gasoline	586,898	568,827	505,380	500,419	472,067	479,121	419,398
Diesel	67,666	26,191	21,249	25,239	40,756	33,503	32,099

Exhibit 7. EPA's Fuel Use Reported in FYs 2000 through 2006

Success Stories

Environmental Compliance Dashboard

During the fourth quarter of FY 2006 the EPA implemented a *near-real-time* environmental compliance data reporting tool called *The EPA-AST Environmental Compliance Dashboard*. This tool is designed to provide a data feedback mechanism to complement the annual FAST reporting cycle.

The Dashboard reports across 5 dimensions: timeliness and accuracy of operational (fuel and mileage) data, compliance with the EPAct 75% AFV acquisition rate, compliance with the EO 13149 reduction of petroleum by 20%, increase alternative fuel use in AFVs to 51% and improvement in new light-duty fuel economy by 3 mpg from the baseline year.

Significantly, the EPA uses the dashboard to compel quarterly accountability reporting from each of its 22 major regional and administrative reporting elements. Additionally, local fleets within each of the 22 major elements can be managed regionally by regions reinforcing the quarterly feedback cycle to EPA Headquarters with an internal complementary cycle based upon regional management requirements. Therefore local fleets (the smallest fleet operational data reporting element) may conduct internal performance evaluation on a monthly basis, which complements the quarterly regional reporting cycle to EPA HQ, which quarterly cycle complements the annual FAST reporting cycle. This mutually reinforcing feedback loop has already improved the quality of data reporting for EPA which resulted in the ability to report the aggregation of raw fleet data collected from the field into the FY 2006 FAST data call.

The EPA has already partnered with the Department of Health and Human Services (HHS) and passed along this methodology during late FY 2006 fourth quarter resulting in HHS reporting similar data collection improvements.

Piloted with General Motors an Hydrogen Fuel Cell vehicle

In support of the president's Hydrogen Fuel Initiative during FY 2006 the EPA also partnered with General Motors in a demonstration test of the Hydrogen Fuel Cell vehicle in the metropolitan Washington, DC area. This demonstration has shown both the efficacy of using safe hydrogen fuel cell technology, fuel distribution and motor vehicle operations within the context of performing government work in a live metropolitan environment. EPA has shared its positive experience with this significant technology back to the technology vendor, as well as to other federal executive branch agencies.

[10] Previous FY E-85 was reported using numbers mostly provided via GSA in the Reports Carryout. However, as noted above, the accuracy of the E-85 tagging of fuels at the point of sale has been problematic for FY 2000-2005. FY 2000-2005 includes numbers as reported in FAST without correction. FY 2006 reflects the actual reported E-85 fuel consumption from data gathered from each local fleet

Online Fleet Manager Training

The EPA uses a centrally configured, web-based fleet management information called the *EPA-AST*. In support of the roll-out of *The EPA-AST Environmental Compliance Dashboard* the EPA commissioned the Idaho National Laboratory (INL) to prepare an online, interactive simulation of the new function. This training replaced traditional classroom-based training. The intent was to roll the training to the 22 EPA regional and laboratory fleet managers as a "train-the-trainer" course. After training regional managers the system was made generally available to the nearly 200 local fleet users. This online interactive training was prepared at approximately the same cost for travel, housing and traditional 3-day training conference for the 22 targeted EPA regional fleet managers. Instead, the online system was prepared and deployed to over 200 people at the same cost. The successful data collection in support of the FY 2006 FAST data call was largely due to the increased local fleet manager involvement in understanding *The EPA-AST Environmental Compliance Dashboard* and their responsibilities for timely and accurate reporting of data as presented in this online course.

Agency meeting at FedFleet

The EPA leveraged the annual Federal Fleet Conference (FedFleet) to conduct an EPA fleet management conference. EPA used this opportunity to bring together regional and local fleet managers to collectively learn from one another how to become more successful in applying federal fleet management policies as well as to announce new EPA fleet management initiatives. Successful local fleet initiatives were then able to be adopted at the department level and then redistributed back across the EPA constellation of field offices and laboratories.

Partnership with GSA-Fleet

EPA forged an agreement with the GSA-Fleet to begin the reporting of monthly operational data (mileage and fuel consumption). This partnership will result in the GSA providing this data during FY 2007 to the entire federal community which should result in both a huge reduction in labor in the collection of operational data for federal fleets (80% of the federal civilian fleet are GSA leased vehicles which use civilian fueling infrastructure and purchase fuel and services using the GSA Voyager credit card system) as well as an increase in fuel consumption reporting accuracy because the data will come directly through automated financial systems rather than through manual data reporting mechanisms. Looking forward to the implementation of this system in FY 2007 this should facilitated near-real-time fleet performance corrections because actual fuel consumption should be able to be monitored on a monthly basis.

In summary, the Agency was able to optimize internal EPA fleet management concerns, maximize the technical support of the team at the INL, minimize cost and time constraints and implement successful solutions to EPA's fleet information management needs. Based on this success, EPA is confident in recommending a similar approach to other Federal agencies with similar requirements.

EPA's Planned and Projected Fleet AFV Acquisitions for Fiscal Years 2007 and 2008

While Attachment A provides detailed information on AFVs actually acquired by the Agency in FY 2006, Attachment B provides planned vehicle acquisitions for the Agency fleets in FY 2007, and Attachment C projects the number of vehicle acquisitions that the Agency will make for its fleets in FY 2008.

As shown in Attachment B, in FY 2007, Agency fleets are planning to acquire a cumulative total of 237 light-duty vehicles. Of these, 123 will be EPAct-covered acquisitions. If EPA acquires this number of covered vehicles, in pursuit of the 75 percent EPAct requirement, it will need to generate a minimum of 93 AFV credits.

For FY 2007, the Agency will submit plans to acquire 110 AFVs. EPA is keenly aware of the burden of additional costs of acquiring AFVs and will remain mindful of newer technologies on the horizon, e.g., potential benefits arising from hydrogen fuel cell based advancements. Accordingly, the Agency will strike a good and appropriate fiscal balance with respect to alternate fuel vehicle (AFV) fleet acquisitions going forward.

In FY 2008, Agency fleets are projecting they will acquire 99 light-duty vehicles. Of these, 49 will be EPAct-covered acquisitions, thus establishing a 36.75 minimum credit requirement in order to meet EPAct's 75 percent requirement. For FY 2007 the Agency will submit plans to acquire 43 AFVs resulting in a projected 88% acquisition rate of AFVs. Thus, through this action, the Agency plans to meet its EPAct requirement again in FY 2008. This estimate includes an analysis that takes into account relevant Metropolitan Statistical Area (MSA)/Consolidated Metropolitan Statistical Area (CMSA) and Law Enforcement exemptions that may impact EPA decisions for EPA fleet acquisitions looking forward.

Summary and Conclusions

This report and its attachments show that the Agency has exceeded its AFV acquisition requirements under EPAct in FY 2006. It also illustrates how the Agency expects to repeat this accomplishment in FYs 2007 and 2008 respectively. The Agency anticipates that its fleets will exceed the 20 percent reduction in petroleum consumption in 2007 required by E.O. 13149. This lower level of petroleum use will be achieved by continuing to implement the Agency's Strategy for complying with the requirements of E.O. 13149, which calls for using alternative fuels in AFVs to meet a majority of the fuel requirements of those vehicles by the end of FY 2007, improving the average fuel economy of newly acquired light-duty conventional vehicles by 3 mpg by FY 2007, and using other fleet efficiency measures.

During FY 2006 the Agency has been able to more effectively train its personnel in the characterization of legislative and executive order data issues to provide a clearer picture of the Agency's fleet in accordance with the applicable regulations. Additionally, due to the implementation of performance dashboard technologies which utilize near-real-time data gathering mechanisms, the EPA is able to monitor performance against specific environmental regulations throughout and during the annual period of performance.

Where appropriate, the Agency will look for economies of scale for fleet acquisitions. EPA will collaborate with other federal entities as we did in the case of the Department of Energy's Idaho National Laboratory's (INL) Performance Support Systems Team. Moreover, EPA will nurture our internal strengths leading to marked improvement in fleet performance and compliance.

During FY 2007, and going forward, EPA will execute the following steps to strengthen the Agency's efforts leading to desired performance goals for the period ending at the conclusion of FY 2007.

- EPA will work closely with GSA to ensure correct characterization of fuels at the point of sale – to ensure the financial fuel acquisition reporting feedback mechanism (GSA Reports Carryout) captures the actual alternative fuel used by GSA leased vehicles (GSA Leased vehicles comprise 80% of the fleet's light-duty vehicle assets).

- EPA will disseminate lessons learned about fleet management strategies and system enhancements with other Federal partners, e.g., Navy, Health and Human Services, Treasury, Agriculture, VA and other inter-Agency participants. The Federal Fleet community will be improved through this collaborative approach and resource sharing. EPA will continue to lead the way with ideas regarding economies of scale, systems upgrades, application of cost saving methods and inter-Agency collaboration.

Attachments

Attachment A:

Actual Environmental Protection Agency FY 2006 Vehicle Acquisitions

Actual FY 2006 Light-Duty Vehicle Acquisitions					Total Vehicle Inventory
		Leased	Purchased	Total	
Total number of Light-Duty (8,500 GVWR) - Vehicle		222	6	228	943
	Fleet Size	33	0	33	164
	Geographic	8	0	8	37
	Law Enforcement	72	0	72	255
	Non-MSA Operation (fleet)	0	0	0	0
Exemptions	Non-MSA Operation (vehicles)	4	0	4	*(n/a)*
EPACT Covered Acquisitions		**105**	**6**	**111**	**487**

Actual FY 2006 AFV Acquisitions					Total Vehicle Inventory
Vehicle		Leased	Purchased	Total	
Sedan	CNG Bi-Fuel Subcompact	0	0	0	16
Sedan	E-85 Flex-Fuel Compact	12	0	12	62
Sedan	E-85 Flex-Fuel Midsize	14	0	14	53
Pickup 4x2	CNG Bi-Fuel	0	0	0	2
Pickup 4x2	E-85 Flex-Fuel	1	0	1	6
Pickup 4x4	CNG Bi-Fuel	0	0	0	1
Pickup 4x4	E-85 Flex-Fuel	7	4	11	20
SUV 4x2	E-85 Flex-Fuel	0	0	0	4
SUV 4x4	E-85 Flex-Fuel	21	0	21	124
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	23	0	23	89
Minivan 4x2 (Cargo)	E-85 Flex-Fuel	0	0	0	2
Van 4x2 (Passenger)	E-85 Flex-Fuel	1	0	1	1
Bus	CNG Dedicated	0	0	0	2
Pickup MD	E-85 Flex-Fuel	1	0	1	1
SUV MD	E-85 Flex-Fuel	6	2	8	10
Van MD (Passenger)	CNG Bi-Fuel	0	0	0	1
Van MD (Passenger)	CNG Dedicated	0	0	0	2
Van MD (Cargo)	CNG Bi-Fuel	0	0	0	1
Total Number of AFV Acquisitions		**86**	**6**	**92**	**397**
Zero Emission Vehicle Credits		0	0	0	
Dedicated Light-Duty AFV Credits		0	0	0	
Dedicated Medium-Duty AFV Credits		0	0	0	
Dedicated Heavy-Duty AFV Credits		0	0	0	
Biodiesel Fuel Usage Credits - Actual				1	
Total AFV Acquisitions with Credits		**86**	**6**	**93**	
AFV Percentage of Covered Light-Duty Vehicle Acquisition				**84%**	

Attachment B:

FY 2007 Vehicle Acquisitions

Planned FY 2007 Light-Duty Vehicle Acquisitions

		Leased	Purchased	Total
Total number of Light-Duty (8,500 GVWR) - Vehicle		185	52	237
	Fleet Size	32	11	43
	Geographic	2	14	16
	Law Enforcement	49	5	54
	Non-MSA Operation (fleet)	0	0	0
Exemptions	Non-MSA Operation (vehicles)	1	0	1
EPACT Covered Acquisitions		**101**	**22**	**123**

Planned FY 2007 AFV Acquisitions

Vehicle		Leased	Purchased	Total
Sedan	CNG Bi-Fuel Subcompact	15	0	15
Sedan	E-85 Flex-Fuel Subcompact	2	0	2
Sedan	E-85 Flex-Fuel Compact	43	0	43
Sedan	E-85 Flex-Fuel Midsize	30	0	30
Sedan	E-85 Flex-Fuel Large	2	0	2
Pickup 4x2	E-85 Flex-Fuel	0	3	3
Pickup 4x4	E-85 Flex-Fuel	1	2	3
SUV 4x2	E-85 Flex-Fuel	1	0	1
SUV 4x4	E-85 Flex-Fuel	0	2	2
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	7	2	9
Total Number of AFV Acquisitions		**101**	**9**	**110**
Zero Emission Vehicle Credits		0	0	0
Dedicated Light-Duty AFV Credits		0	0	0
Dedicated Medium-Duty AFV Credits		0	0	0
Dedicated Heavy-Duty AFV Credits		0	0	0
Biodiesel Fuel Usage Credits - Planned				0
Total AFV Acquisitions with Credits		**101**	**9**	**110**
AFV Percentage of Covered Light-Duty Vehicle Acquisition				**89%**

Attachment C:

Projected Environmental Protection Agency FY 2008 Vehicle Acquisitions

Projected FY 2008 Light-Duty Vehicle Acquisitions

		Leased	Purchased	Total
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		92	7	99
Exemptions	Fleet Size	15	0	15
	Geographic	2	0	2
	Law Enforcement	32	0	32
	Non-MSA Operation (fleet)	0	0	0
	Non-MSA Operation (vehicles)	0	1	1
EPACT Covered Acquisitions		**43**	**6**	**49**

Projected FY 2008 AFV Acquisitions

Vehicle		Leased	Purchased	Total
Sedan	E-85 Flex-Fuel Subcompact	5	0	5
Sedan	E-85 Flex-Fuel Compact	9	0	9
Sedan	E-85 Flex-Fuel Midsize	19	0	19
Pickup 4x2	E-85 Flex-Fuel	1	0	1
Pickup 4x4	CNG Bi-Fuel	1	0	1
SUV 4x4	E-85 Flex-Fuel	1	0	1
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	7	0	7
Total Number of AFV Acquisitions		**43**	**0**	**43**
Zero Emission Vehicle Credits		0	0	0
Dedicated Light-Duty AFV Credits		0	0	0
Dedicated Medium-Duty AFV Credits		0	0	0
Dedicated Heavy-Duty AFV Credits		0	0	0
Biodiesel Fuel Usage Credits - Projected				0
Total AFV Acquisitions with Credits		**43**	**0**	**43**
AFV Percentage of Covered Light-Duty Vehicle Acquisition				**88%**